

**CONFIDENTIAL**

CLASSIFICATION ~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

## INFORMATION REPORT

CD NO. 25X1

COUNTRY Germany (Russian Zone)

DATE DISTR. 7 August 195

**SUBJECT** Construction of Railroad Cars at  
the Dessauer Waggonfabrik

NO. OF PAGES 2

PLACE  
ACQUIRED

NO. OF ENCLS.  25X1  
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO  
REPORT NO.

**RETURN TO CIA  
LIBRARY**

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSES OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. Two refrigerator cars and axles are daily shipped from the Dessau (H 52/E 17) Railroad Car Plant to Brest-Litovsk (S 53/H 87). The five hundredth car left on the day of the October Revolution.
2. Twenty-one railroad car chassis as shown in the annexed sketch were shipped to Linstenburg on 27 December 1945 at 4 p.m. The These car chassis were extra heavy and provided with strong springs. A locking device (?) ("Verschlussstueck") was at the center of the frame. It was the first shipment of this kind.
3. Gauge conversion operations on railroad freight cars were done in the Dessau railroad car plant. (Telescopic and hydraulic conversion system). The conversion is made on an about 20 meter long track section which is hydraulically moved to wide gauge simultaneously with the car. The wheels are then secured by wedges on the axles.

**Comment :**

a. Reparation deliveries of special refrigerator cars of the Dessau Railroad car plant to the Soviet Union were previously reported.\* The monthly production quota was allegedly 150 units in 1949. Flat cars are also manufactured in the plant.

b. The under-frames(trucks) indicated in para 2 seem to be special types of a very heavy-duty car of more than 40-ton carrying capacity. This under-frame (truck) was probably used for the transportation of large cable drums. This is especially suggested by the deepened part in the center of the carriage. The indentations and holes in the front wall may have served for cable laying from the vehicle itself.

c. The conversion operations indicated in para 3 may refer to the manufacture of carriages or wheel sets which can be extended to wide gauge by hydraulic pressure. A similar report was received on the VVB (Z) Railroad Car Construction Plant 33/362/1001 at 11 Brunnenstrasse in Goerlitz (O 52/B 00) (the former Umag Plant).

GEA		CLASSIFICATION		<del>SECRET</del> /CONTROL - U.S. OFFICIALS ONLY	
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION		
ARMY #	<input checked="" type="checkbox"/> AIR #	<input checked="" type="checkbox"/> FBI			

**CONFIDENTIAL**

Document No. 5

No Change in Class. ☐

☐ Declassified

Class. Changed To: TS S **(C)**

Auth: HR 70-2

Date: 14/7/78 By:

STAT

**CONFIDENTIAL**

~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

-2-

25X1

Since September 1948 the Goerlitz plant has resumed mass production of a truck it developed and patented in 1943. These trucks are suited for the installation of wheel sets for 1435 mm normal gauge and 1524 wide gauge and were used for express train cars which the plant delivered on reparation account. The Annen-dorf (W 52/D 52) Railroad Car Plant, (a Frankmash Soviet Corporation Plant) was also reported to produce express train cars with a hydraulic device for wide gauge conversion. \*\*

25X1

25X1

~~SECRET~~/CONTROL/US OFFICIALS ONLY

**CONFIDENTIAL**